

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME.

No. 13,867.

號八十月九年七零百九千一

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1907.

第一十月八年未丁

PRION, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GLENCOCK AND HAS BEEN SOLD AS A'S SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907. 793

TAI KWONG CO.,
109, Des Voeux Road Central.

GASOLINE LAMPS
AND
WELSBACH MANTLES.
Hongkong, June 14, 1907. 1017

**A GRAND PROMENADE
CONCERT**

will be held on the
VOLUNTEER PARADE GROUND,
on
THURSDAY, the 19th SEPTEMBER,
at 9.15 P.M.

Tickets, \$2 and \$1, can be obtained at
Messrs KELLY & WALSH, Ltd., and at
Volunteer Head Quarters.
All Tickets taken for the 14th will be
available. If not required the money will
be returned.
Hongkong, September 16, 1907. 1430

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1907.

THE ANNUAL AQUATIC SPORTS
will be held on the 19th, 20th and
21st SEPTEMBER. Sports commence on
19th at 10.30 P.M., and on the 21st at
4.30 P.M. sharp.
Admission for Gentlemen, Non-members,
\$1 each day, or \$2 for the three days.
Soldiers and Sailors in Uniform, Half
Price.
Tickets for Admission may be obtained
at the Gate or from the Undersigned, c/o
Messrs CALDERON, MACDONALD & CO.
FRANK LAMBERT,
Hon. Secretary.
Hongkong, September 17, 1907. 1501

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING
under the name and style of H.
CRUZ & CO., General Import and Export
Merchants and Commission and Shipping
Agents, at Nos. 15, 16 and 17, CONNAUGHT
ROAD.

H. CRUZ & CO.
Hongkong, September 16, 1907. 1499

NOTICE.

WE have this day established ourselves
under the name and style of H.
CRUZ & CO., General Import and Export
Merchants and Commission and Shipping
Agents, at Nos. 15, 16 and 17, CONNAUGHT
ROAD.

H. CRUZ & CO.
Hongkong, September 16, 1907. 1499



GOVERNMENT TENDER.

IT IS HEREBY NOTIFIED that Ten-
ders will be received at the COLONIAL
SECRETARY'S OFFICE, until Noon of MON-
DAY, the 24th September, 1907, for the
supply of AMMUNITION, BOMBING and
CLOTHING; BEANS, SPIRITS, WINES, &c.;
CHEMICALS, DRUGS, and SURGICAL INSTRU-
MENTS and Sundries; FURNITURE, &c.;
MILK, &c.; PROVISIONS; SUNDRIES; and
WASHING; (Schedule Nos. 1 to 9) required
locally, to the Medical Department, for the
period of one year, from the 1st of
January next inclusive.

For form of tender apply at the COLONIAL
SECRETARY'S OFFICE.
All other information may be obtained
from the PRINCIPAL CIVIL MEDICAL OFFICER
at the CIVIL HOSPITAL.

J. M. ATKINSON,
Principal Civil Medical Officer.
MEDICAL DEPARTMENT,
Hongkong, September 16, 1907. 1498

LABUAN COAL.

**THE LABUAN COALFIELDS COM-
PANY, LTD.,** are now prepared to
supply Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.
For further particulars, apply to
BRADLEY & CO.
Agents.

Telegraphic Address—
LABOR, Labuan.
Hongkong, March 12, 1907. 471

S. GREENFIELD
Successor to
HARRIS-KEENEY CO.,
MANUFACTURERS OF HIGH GRADE RAYON
AND LINEN FIBRE FURNITURE,
2, PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to
all local residents.
Hongkong, July 31, 1907. 1224

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:
KOWLOON BAY.

OFFICES & STORES:
No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain S. Bell Smith.
s.s. POWAN, 2,333 tons, Captain H. Irwin Black.
s.s. FATSHAN, 2,230 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Branch.
s.s. KUNGSAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
The S.S. SUI-AN and SUI-TAI will not run on SUNDAY next.

Canton-Macao Line.

s.s. LONGSHAN, 319 tons, Captain W. Raynell.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
TION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Willer.
s.s. NANNING, 588 tons, Captain A. McMillan.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONG KONG, (First Floor) opposite the Hongkong Hotel.
Or, of DUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907. 139

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

CHINA EXPRESS CO.,

3, DUDDELL STREET.

SHIPPING, FORWARDING AND
INSURANCE AGENTS

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,
or weight sent to all parts of the
world. Duty and all other charges can be
prepaid, so that they are deliv-
ered absolutely free.
Hongkong, July 1, 1907. 1049

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers
and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special
arrangement.
Hongkong, September 2, 1907. 1415

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

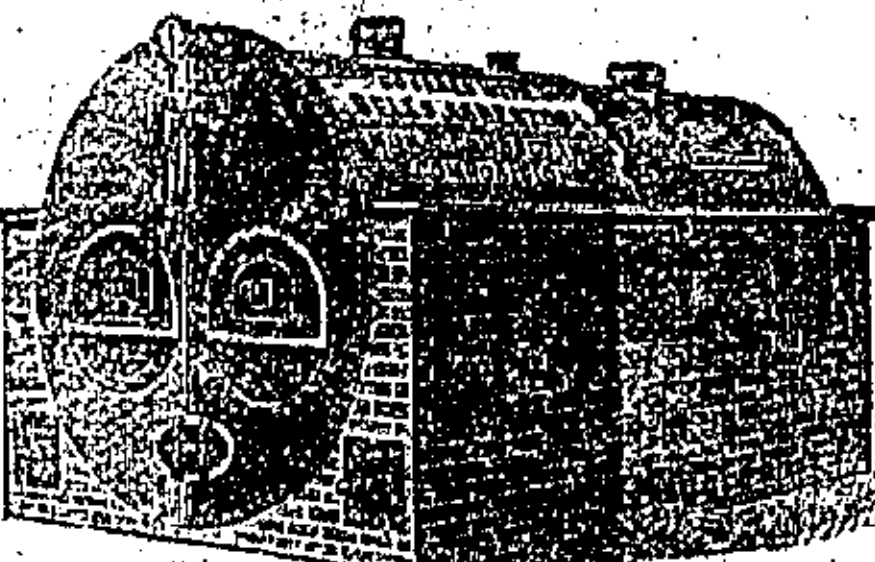
ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD



LANE, CRAWFORD & CO.

Just Received

NEW STOCK OF

**'WALKOVER'
BOOTS**

IN

BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR

LANE, CRAWFORD & CO.

Hongkong, August 31, 1907.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER
SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 38 K.

143

Hongkong, September 3, 1907.

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE AND RETAIL

DEALERS IN

WINE AND SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906,

£17,837,119.

—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £287,500 0 0

II—Fire Funds £3,389,720 19 8

III—Life & Annuity Funds £3,762,888 8 6

Revenue Five Branches £17,837,119 8 1

Life & Annuity Branches £1,713,408 19 10

£2,774,953 19 6

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

135

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

YUEN CHEONG,

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TREES

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

FOR SALE

BOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

6, Queen's Road Central.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory;

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory;

Shewan, Tomes & Co.,

GENERAL MANAGERS;

153

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

1187

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

(UNDER ROYAL PATRONAGE)

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907. 1788

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

Cheap Novels, 35 Cents each, 3 for \$1.00.

A Racing Rubber, by Hawley Smart.

Unlatched at Last, by Headon Hill.

The Forest Lover, by Hewlett.

Into an Unknown World, by Strange.

Winter.

The Virginian, by Wister.

A Village Mystery, by Remahan.

Truth Teller, by Hawley Smart.

The Race of Life, by Boothby.

The Squatter's Story, by Elkington.

Prince Schuyler's Wooing, by Savage.

Nancy, by Garvie.

Honour's Beauty, by Kennard.

Queen's Quest, by Hewlett.

A Roman Singer, by Marion Crawford.

Memoirs of Sherlock Holmes.

The Passing Show, by Savage.

AND HUNDREDS OF OTHERS.

A LARGE STOCK OF THE LATEST NOVELS, COLONIAL EDITIONS, BY EVERY

ENGLISH MAIL.

TRY

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8a, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.
Hongkong, February 18, 1907.

Holloway's

PILLS & OINTMENT

Should be in every Home.

The Pills & The Ointment
CURE INDIGESTION, CURES SPRAINS, WOUNDS,
SLICIOUSNESS, HEADACHE, SORES, SKIN ERUPTIONS
CONSTIPATION, AND COMPLAINTS OF
FLATULENCE, DIZZINESS, &c. THE CHEST AND THROAT.

RECOMMENDED AND
USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Bile, Eructations, Bilious Affections.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Effective Agents
for
Regular Use.

DINNEFORD'S

MAGNESIA

THERE IS NO DOUBT

THAT

where ENO'S 'Fruit Salt' has been taken to the extent of
a dose it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, atonic, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS

NATURE'S OWN REMEDY

CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Otherwise you have the inferior form of salt—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, S.E.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

WELLINGTON
KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY—3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6, 101/6, 102/6, 103/6, 104/6, 105/6, 106/6, 107/6, 108/6, 109/6, 110/6, 111/6, 112/6, 113/6, 114/6, 115/6, 116/6, 117/6, 118/6, 119/6, 120/6, 121/6, 122/6, 123/6, 124/6, 125/6, 126/6, 127/6, 128/6, 129/6, 130/6, 131/6, 132/6, 133/6, 134/6, 135/6, 136/6, 137/6, 138/6, 139/6, 140/6, 141/6, 142/6, 143/6, 144/6, 145/6, 146/6, 147/6, 148/6, 149/6, 150/6, 151/6, 152/6, 153/6, 154/6, 155/6, 156/6, 157/6, 158/6, 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Mr G. A. Woodcock begs to thank his many friends for their wishes and kind letters of sympathy.

MEMOS FOR TO-MORROW.

Miscellaneous.

5 p.m.—Aquatic Sports, at V.R.C.'s Enclosure, Hongkong.
Goods per *Indra* not cleared at 4 p.m. on this date subject to rent.
Goods per *Borneo* not cleared at 4 p.m. on this date subject to rent.
Goods per *Peria* undelivered after this date subject to rent.

Amusement.

9.15 p.m.—Concert on the Volunteer Parade Ground.

General Memoranda.

SATURDAY, September 21.—

2.30 p.m.—Auction of Household Furniture, &c., at Mr. Jorg's Residence, 'Villa d'Alva,' Kennedy Road.

2.30 p.m.—Auction of Japanese Curios, &c., at Messrs. Hughes & Hough's Sales Rooms.

4 p.m.—Meeting of Hongkong Polo Club at Club Pavilion.

MONDAY, September 23.—

Goods per *Nara* undelivered after this date at 4 p.m. subject to rent and landing charges.

TUESDAY, September 24.—

Goods per *Borneo* undelivered after this date subject to rent.

Goods per *Nippon Maru* undelivered after noon this date subject to rent.

WEDNESDAY, September 25.—

3 p.m.—Auction of Leasehold Property at Messrs. Hughes & Hough's Sales Rooms.

5.30 p.m.—Meeting of Kowloon Cricket Club at Cricket Ground.

Goods per *Occur* not cleared at 4 p.m. on this date subject to rent.

THURSDAY, September 26.—

3 p.m.—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.

5.30 p.m.—Meeting of Hongkong Football Club, at Hongkong Hotel.

FRIDAY, September 27.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SATURDAY, September 28.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SUNDAY, September 29.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

MONDAY, September 30.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

TUESDAY, October 1.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

WEDNESDAY, October 2.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

THURSDAY, October 3.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

FRIDAY, October 4.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SATURDAY, October 5.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SUNDAY, October 6.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

MONDAY, October 7.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

TUESDAY, October 8.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

WEDNESDAY, October 9.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

THURSDAY, October 10.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

FRIDAY, October 11.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SATURDAY, October 12.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

SUNDAY, October 13.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

MONDAY, October 14.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

TUESDAY, October 15.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

WEDNESDAY, October 16.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

THURSDAY, October 17.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

FRIDAY, October 18.—

11 a.m.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

public purposes, the proceeds could be fairly classed as revenue. Under the present system as now available and useful land is alienated from the Crown the item "Land Sales" will disappear automatically and the Colonial Treasurer of the day will have to end get his brains to find some alternative. Turning from the revenue to the expenditure we find provided for the new Law Courts \$100,000, for the Post Office \$140,000 and for the first section of the Tytam Tuk scheme \$15,000 aggregating \$255,000. Before dealing with these items we may remark that we are in cordial agreement with the Governor's view that borrowing at the present moment is inadvisable. In the present state of the money market it would be madness to endeavour to float a loan. But on the question of borrowing generally we have decided views of our own. The Law Courts, the Post Office and the Tytam Tuk scheme are works which in the ordinary nature of things will be conferring benefits on posterity. Those who come after us will derive as much benefit from them as do we. Why then should we bear the whole cost of their construction? An illumination in honour of visiting Royalty is a charge that we should certainly bear. It necessarily cannot be participated in by those who come after us. But all works of a permanent character may fairly be paid for out of loans. The interest spread over a long term would not be oppressive either to us or to our successors and a direct gain would be made in that the works would not have to wait while a distracted Treasurer was vainly trying to balance his receipts and his expenditure. While agreeing that a loan in the present circumstances is inadvisable we maintain that it is the duty of the Government to borrow when occasion offers for necessary permanent works. When the tension on the money market relaxes we trust that the Government will not hesitate to borrow the money requisite for works which they admit to be necessary. The second typhoon shelter is not to be built until some time in the future; the delay being caused by the fact that the Government cannot pay for it out of the revenue. Possibly the trade of the port will be crippled again, as it was last year, because of this "No Borrowing" fetish. We are, of course, open to conviction but it certainly seems to us that there is no justification for increasing the taxation borne by the present generation in order that those who succeed should reap the benefit. We owe no greater duty to posterity than posterity owes to us.

The letter written by Dr. A. L. Lechmere Clift which we published yesterday is a moderately worded but definite exposition of the views of the opponents of the opium trade. We congratulate Dr. Clift upon his ability to discuss this question without heat and with a commendable desire to grant those who differ from him the credit of having no unworthy motives. This attitude, we are afraid, is but seldom adopted by the one side or the other. Turning to the letter itself we find that, referring to the announcement that experience in Ceylon had shown that, under proper regulation, opium smoking was not detrimental, we find that Dr. Clift has two answers ready. The first is that opium may not affect Tamil and Singhalese as it does Chinese. But then again it may. Summation is valueless as an argument. Dr. Clift's second answer, which seems by the way to discount the value of the first, is that a Colonial Governor's testimony must not be taken as conclusive as "he has multitudinous duties to occupy his attention." This would be much more impressive if it were not for the fact that in this case the then Governor of Ceylon based his remarks upon the innocuousness of the opium trade under proper regulation, on the reports of the Health Department of Ceylon. We ask Dr. Clift in all sincerity whether observers in Hongkong have not excellent opportunities of studying the effect of opium smoking—under proper regulation. Our community is mainly Chinese and there is a fair amount of opium smoking done in the Colony. Yet have we any experience locally of those awful tragedies and the heart-rending misery which we hear of from the interior of China? Not to the general knowledge. Is this because a strong and incorruptible Government prevents the abuse of opium? If not we would be glad to know what is the reason. If there were no restrictions upon the sale of liquor in Great Britain no doubt a percentage of the people would become besotted and degraded. But we are disposed to believe that if such conditions were to prevail and, instead of suggesting regulation, it were proposed to entirely wipe out the drink trade, the proposal would be rejected with contempt. Reasoning by analogy we conclude that the abuse of opium in China is due to the fact that the Chinese Government is too weak and corrupt to regulate its use. When the Government is regenerated—if it ever is—we expect to see the opium trade dealt with in a commonsense fashion—that is to say regulated but not prohibited.

The trend of policy inspired by the more enlightened councillors of the Throne is sufficiently clear. Antidynastic movements are made formidable by distrust, jealousy, and aversion towards the Manchus. What ever has served in the past to quicken and maintain the sentiment is to be avoided. New relations are to be set up by a new course of treatment based on even-handed justice and right, which are not to be sold or denied to any man.

It is a pity that this advance in the direction of a charter of civil liberty was not made a few decades ago. If, however, we are asked to point out the true causes of the disaffection in China to-day the reply must always be: It has come through enlightenment; the eyes of the people are opened and they are turned toward the Western world of popular liberty and government by the people for the people. The Chinese are beginning to understand the connection between taxation and representation. They are seeking certain things akin to those the English barons wrested from King John on the fields of Runnymede.

The Chinese reforming leaders and guides have this gone before them: a just government, free from the abuses which always wait on arbitrary control and the exercise of despotic power.

It is seen, too, that the power to oppress and misgovern becomes weakness and helplessness in face of exclusion laws and other enactments that place the Chinese under disabilities in the outside countries of their sojourn. The nation that cannot protect its subjects or secure for them what Western powers demand from China in all instances where their subjects and citizens are concerned is not rightly or righteously governed and the demand for reform grows stronger with each seeming concession on the part of the ruling powers.

An attractively got up pamphlet on The Aquarius Company, of Shanghai, comes to us from the local Agents, Messrs. Caldwell, Macgregor, and Company.

"Belle Heather" is the author of the pamphlet and the writer sets out the manner in which the Aquarius waters are prepared. The distillation is one of the features that make for the high quality and popularity of the Aquarius products, and though the price is a little dearer than for other waters the consumer has the advantage of knowing that there is worth and purity in what he drinks.

MR. F. M. Hamilton, postmaster at Cherryvale, Indiana, U.S.A., keeps also a stock of general merchandise and stationery. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

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A thirty coolie.

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and outworn creed of to-day any strength of appeal; the Chinese are tired of adaptations in this particular sphere, and the accretions that overlay the ancient faith have lost or are losing the charm that drew multitudes of worshippers to the shrines. It is suggestive to watch the experiment now said to have been begun in Fukien. We think nevertheless it is fore-doomed to failure.

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BY TELEGRAPH.

TERRIBLE DISASTER IN JAPAN.

Death by Fire and Water.

(From Our Correspondent.)

Tokyo, September 18.

A fire broke out in the Kosaka Silver Mine in Akita prefecture. The lock gates of a neighbouring reservoir were destroyed in the attempt to get water to extinguish the fire.

As a result of the out-rush of water thirty houses were swept away.

It is reported that 100 persons were burnt to death and 30 were drowned.

ACCIDENT ON WARSHIP.

Twelve Inch Shell Bursts.

(From Our Correspondent.)

Tokyo, September 18.

A shell for a twelve inch gun burst on board the Japanese warship Kashima during gun practice in the Bay of Hiroshima.

Five officers and twenty-two men were killed and two officers and sixteen men wounded.

MOROCCO.

Important Tribe Submits.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, September 17.

The important Chania tribe at Casa Blanca has accepted the terms offered by the French Commander-in-Chief General Druce and propose to return to the city on Thursday with the chiefs of each tribe of the district to arrange for a general submission.

PORTUGUESE IN ANGOLA.

A Fierce Engagement.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, September 17.

The Portuguese force in Angola had a fierce engagement with the Cuammas on Sunday, in the course of which many were killed and wounded.

ORIENTAL IMMIGRATION IN BRITISH COLUMBIA.

London, September 16.

Mr Scott, Superintendent of Immigration, has left Ottawa for Vancouver to investigate the whole position of oriental immigration. Mr Ishii, the Japanese immigration officer, has arrived at Ottawa, and will confer with the Government to-day.

RAILWAY ACCIDENT.

London, September 16.

The Quebec-Boston express collided with a goods train, killing 17 and injuring 49.

GERMANY AND JAPAN.

London, September 16.

The Kaiser has conferred the order of The Red Eagle 2nd class on M. Yashiro, of the Japanese Embassy.

CHOLERA IN RUSSIA.

London, September 16.

1,663 cases of cholera have occurred in Astrakhan since the outbreak, 849 of which have proved fatal.

The scourge is increasing in Samara, Nijni Novgorod, and elsewhere.

THE DOCK STRIKE AT ANTWERP.

London, September 16.

1,000 more English strike breakers have arrived at Antwerp, but many are getting tired of the confinement on board ship, and are continually leaving. The strike is spreading to Rotterdam.

THE HEALTH OF THE EMPEROR.

Paris, September 17.

His Majesty the Emperor of China is quite recovered, but he is still receiving medical attention from the Imperial Physicians daily and the Emperor and Empress are always kept informed of the health of His Majesty.

THE BUDGET SPEECH.

His Excellency on Finance.

Pruning Public Works.

His Excellency Sir Frederick Lugard delivered a lucid speech on the draft estimates for 1908 at the Legislative Council yesterday, the length of which precluded us from publishing it in full in last night's edition.

His Excellency spoke clearly and distinctly and, though his remarks were not punctuated by applause—for the Council is a staid body and does not enthuse greatly—he was listened to seriously and concluded amid applause.

A DEBATE ON REVENUE.

He said:—My predecessor, when submitting the estimates for last year, stated that it was with great regret he had to announce to you a decline in the revenue. I regret to say it devolves on me to inform you that the decrease has not only been maintained but has been progressive. The revised estimate for the current year 1907 shows an increase of £200,000, and that was due to an abnormally large probate duty which fell to us unexpectedly.

Setting this aside, the estimate for 1908 shows a decrease on the original estimate of last year of £220,136. The way in which that decrease is made up is, as regards the main items, as follows:—We lost on the opium revenue, owing to the fact that from January to February the receipts of last year were from the original farm and not from the new and reduced farm—this decrease represents a sum of \$98,000. On the Post Office again there was a loss of \$103,000, which was due chiefly to the enactment of the recent convention at Rome, which increased the bulk that could be carried for postage, and this hits us very hard because most business letters going home are overweight and have paid double postage. Through the increased preference for the Siberian route we also lost. We are charged by 8d. per lb. for transit charges by that route and we only obtain 1s. 4d. in return. In the third place, there was the increased interest on the Kowloon railway, that is to say, the interest which accrues on cash balances is reduced by about \$20,000 in the estimate of last year.

This year the land sales have been taken at the fixed rate of \$900,000 per annum. The ordinary expenditure this year on the original estimate was \$5,227,040 and the revised estimate for the current year reduced this by \$95,553. This was chiefly due to two items, \$50,000 on the loan account and \$20,000 on pensions consequent on the higher rate of exchange on those sums which have been remitted home. The ordinary expenditure for next year is \$6,355,631, which is an increase of \$134,591 on last year's original estimate and of \$230,144 on the revised estimate of last year. This increase includes \$88,500 increased interest on the Kowloon railway, of \$50,000 for a fire engine and of \$36,000 for the redemption of subsidiary coins. The rest is chiefly automatic and arises from the growing interests of a prosperous colony.

The estimated revenue for next year, including land, is \$6,227,890, which is less than the original estimate of last year by \$220,136 and is less than the revised estimate of last year by \$423,368, which is chiefly accounted for by the large probate duty, already mentioned. The estimated revenue is less than the revenue actually realised in 1906 by \$807,121.

Allowing a margin of \$49,359 we get the sum of \$6,277,531 available for public works expenditure. During the current year the amount set aside for public works was \$1,210,700, and the actual amount spent in the previous year was \$1,503,789. It is clear therefore that we must reduce our expenditure on works by about one third, unless we are prepared to raise another loan or to increase taxation.

NO LOAN WANTED.

Now, gentlemen, I think that a fresh loan in the circumstances of this colony is inadmissible. (Applause.) We already have the old loan of \$341,800 upon which we are paying sinking fund and interest. We also have the new loan of \$1,143,933 and we become annually liable for a larger sum in prospective interest in proportion to the progress of the railway. The relation of this advance to that loan I will presently explain. In the second place the reason why I think that a loan is inadmissible at present is the fact that our revenue is based on very precarious sources. I will deal later in more detail with that point. In the third place I think there is no work of sufficient paramount urgency as to demand fresh taxation. I will allude to that more especially in considering the different works which we propose for the coming year. Sir Matthew Nathan, in speaking on this subject, said, or rather inferred, that the colony was lightly taxed and that he would by no means promise that additional taxation would not be imposed. I have not been long enough in the colony to grasp all these difficulties, but it will be my endeavour during the coming year and before I rise again to address you on this matter, to make myself fully acquainted with the question. In the meantime I feel fully satisfied that the estimates have been rightly framed on the basis of existing taxation. The margin for public works expenditure has not yet fallen below the figure which absolutely necessitates fresh taxation. It is in the

proportion of 13.2 of the total revenue of the colony. The average for the past 12 years has been 29.76, so that it is not so far below the average of the past 12 years. The actual amount of the last 12 years only 11.10 of the total revenue of the colony. Moreover, in my opinion it is not a convenient moment for the introduction of new taxation when the colony has been suffering from a wave of depression, and from the results of the typhoon of last year and also from the results of the redundancy of subsidiary coin. I myself am an optimist in these matters and I think that the present depression will be short lived. Turning now to revenue, the decrease last year, that is the next year appears to show that the decrease in our revenue are somewhat precarious.

OTHER.

In the matter of opium, which forms a very important item of revenue, the new farm has been leased for \$688,000 less than the former contract. Hon. members are aware that there are circumstances which may even involve the further loss in future, even supposing the action of the Imperial Government does not involve us in immediate loss.

SUBSIDY COIN.

Secondly, the impact of subsidiary coin previously furnished us with a revenue of \$120,000 per year. Now there is an expense for the redemption or demonitization of superfluous coin of \$39,000.

THE POST OFFICE.

Thirdly, the Post Office, which in most countries is a lucrative source of revenue, hardly pays its way. The reasons I have already partly explained. They are due to the new convention by which we are bound to lose in transit charges, then there is the Siberian route, and again the cost of the agencies which we support in the different treaty ports of China.

A BETTER OUTLOOK.

In the fourth place, the precarious nature of our revenue is explained by the fact that a certain proportion is based on land sales which are not fixed or even permanent sources of revenue. The railway also means increasing expenditure. When this colony has passed through the present difficult period I think we gain an increased prosperity when that railway brings more trade to the port, and when the revenue is placed on more permanent bases. Meanwhile I think we can look with satisfaction to the decrease of plague and to the establishment or prospective establishment of very important industries in the colony. The flour mills have been, I understand, a success and we have, in prospect, more mining industries which I hope will bring additional prosperity to the colony. I think we should rather look in this colony to a revenue based on industrial enterprise and not entirely to our position as a large port.

PUBLIC WORKS.

I turn now to the expenditure and will deal first with the scheme of public works which we propose for the coming year. I have very carefully considered each department and I think that those items which I have selected are the ones which are most urgent and most important. In regard to continuing works we have the Law Courts and the Post Office, forming two most important items. To the sum of \$100,000 and \$140,000, which is as much as I am informed, as can be spent in the coming year. I fear we cannot count upon their completion for at least two more years. On account of these two large sums I think it would be very wise to begin the second section of the Tytanik Tuk reservoir, which we must postpone as well as any large scheme for the resumption of insubstantial properties for future years. The last natural deficit of water occurred in 1902. Since that time 200 million gallons have been added to our water supply. The increase of the population from 1901 to 1906 only amounts to 45,000, so I think we have very considerably increased our water supply in proportion to the increase of our population.

THE TYPHOON SHELTER.

There is one item in the vote for next year to which I would invite your particular attention, the typhoon shelter. (Applause.) Sir Matthew Nathan promised there would be no undue delay and that it was intended to make a beginning this year. The delay, I think, is occasioned, firstly, by the great amount of discussion as to where it should be, and secondly, on account of the complicated plans which had to be prepared before the scheme could be laid before the Government. The plans which have been prepared involve a cost of \$1,400,000. They are now being revised and I think it is probable that the cost will not involve us to such a heavy expenditure but will provide a serviceable breakwater giving substantial protection to craft and being capable of development into the larger and complete scheme. Apart from the promises in the name of the Government made by Sir Matthew Nathan, I submit that a second shelter for small craft is most essential in this Colony which depends so largely on its shipping and trade and is subject to cyclonic storms. I have placed on the estimates this year the comparatively small sum of \$25,000 to begin the work, and I ask your assent to an increase of the vote either from current expenditure or over from the reserve fund if the circumstances permit. That would be with the object of carrying it out in a reasonable time and not hanging it up for a number of years.

OTHER WORKS.

Turning to other items of the public works scheme, I may refer to the animal depots at Kowloon which are represented by \$52,000. These are very urgent and are necessitated by railway construction. The station yards and sidings interfere with the present site, and it is imperative that we find a new site for the depot and slaughter house. Moreover when the railway is finished in all probability a very large proportion of the railway trade will consist of cattle and sheep and we should therefore have ample room and a good shelter for them. Therefore, although our present scheme is only to construct comparatively small depots we have enclosed a large area of ground in order to make further extensions when they shall be required. The land at the animal depots is valued at \$9,000. \$15,000 was voted for this last year. It has not been begun. The market at Quarry Bay was also voted \$15,000 and the work is now in progress. It is estimated that the sum of \$4,000 is required to complete the work. The remaining buildings in the first schedule of works are all urgently required. Under the heading of communications the vote for new roads is the same as last year with the exception of raising Des Vaux Road, \$17,000. That also is necessitated by the construction of the railway involving alterations in level. The vote for drainage is the same as last year. The permanent works for traversing survey in the New Territory are continued from last year. Moreover there is a vote for fire-escapes, drains for Green Island, new Harbour Office and Kowloon. The cost of providing a shelter for Blake Pier was furnished last year but was not

spent. We are placing upon the estimates \$30,000 which is estimated to cover the cost of it. It was suggested that there should be waiting rooms and other luxuries but I am afraid they must wait for that for future years. The cattle depot, \$5,000, is not very urgent and may perhaps be deferred. The compensation under the Public Health and Buildings Ordinance is the same as last year. Albany filter beds continued from last year, represent \$35,000, and the Kowloon water works \$44,000, while the vote last year was \$206,000. The Tytanik Tuk first section is continued from last year and requires \$15,000 to complete it. Miscellaneous water works are the same as last year. Albany filter beds continued from last year, represent \$35,000, and the Kowloon water works \$44,000, while the vote last year was \$206,000. The Tytanik Tuk first section is continued from last year and requires \$15,000 to complete it. Miscellaneous water works are the same as last year. 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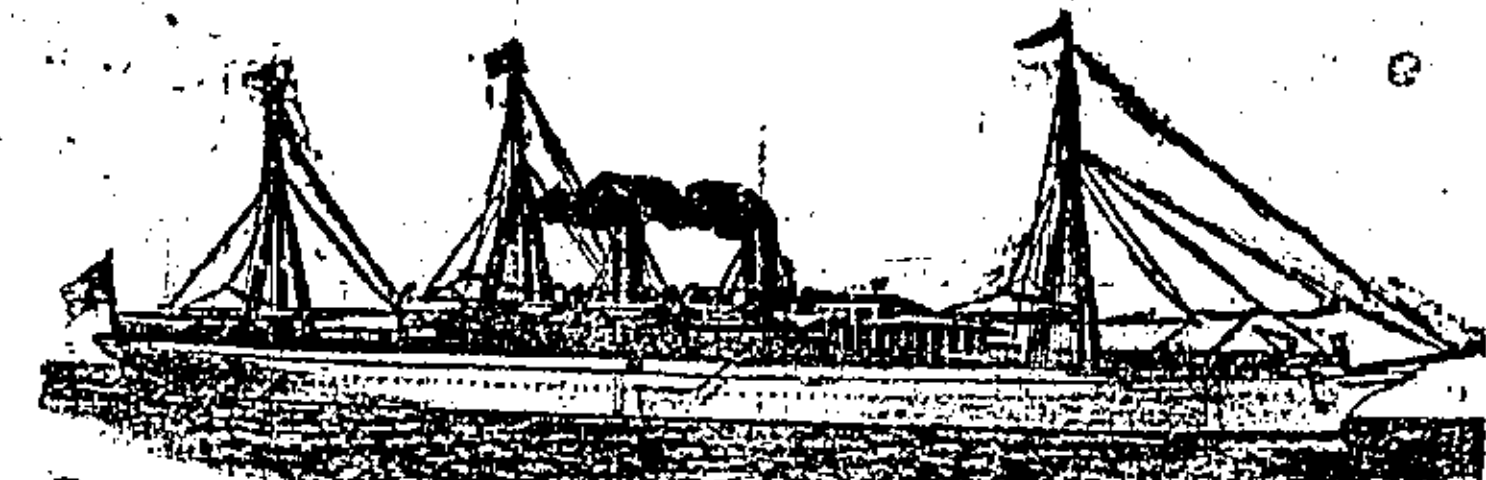
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	OCEANA	About 20th	Freight and Passage.
LONDON, via UGAL PORT	MALTA	Sept. 21st	See Special Advertisements.
SHANGHAI, MOJI, KOBE, POONA	POONA	About 27th	Freight only.
AND YOKOHAMA	Capt. A. F. VINE, R.N.R.	September	
MARSEILLES, LONDON (NAMES)	AND ANTWERP	About 9th	Freight and Passage.
	Capt. H. W. KENYON, R.N.R.	October	

P. O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S. EMPRESS OF CHINA 6000 Tons	THURSDAY, Sept. 26, 1907, Oct. 14.
EMPRESS OF INDIA 6000 Tons	THURSDAY, Oct. 24, 1907, Nov. 11.
EMPRESS OF JAPAN 6000 Tons	WEDNESDAY, Nov. 6, 1907, Nov. 30.
EMPRESS OF KOREA 6000 Tons	THURSDAY, Nov. 21, 1907, Dec. 9.
EMPRESS OF MALTA 6000 Tons	THURSDAY, Dec. 12, 1907, Jan. 6, 1908.
EMPRESS OF NIPPON 6000 Tons	THURSDAY, Jan. 16, 1908, Feb. 3.

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPIRE' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTAGUE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (Special only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

General Traffic Agent for China, D. W. CRADDOCK, CORNER PRUDER STREET and PRAYA, Opposite Bako Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Tons 6112 Capt. S. J. G. Parsons.	WEDNESDAY, 2nd Oct., at Daylight.
VICTORIA, B.O., and SEATTLE, WASH., via SHANGHAI, KOBE & YOKOHAMA.	AWA MARU, Tons 6398 Capt. M. Treant.	WEDNESDAY, 16th Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TONGAREVA, VILLAGE AND BRISBANE.	IYO MARU, Tons 6320 Capt. Wm. Thompson.	TUESDAY, 1st Sept., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGA MARU, Tons 6301 Capt. F. E. Cope.	TUESDAY, 15th Sept., at 4 p.m.
KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3817 Capt. T. L. Harrison.	FRIDAY, 4th Oct., at Noon.
	NIKKO MARU, Tons 5539 Capt. R. Swain.	FRIDAY, 1st Nov., at Noon.
	RIJUN MARU, Tons 4806 Capt. S. G. Laprak.	WEDNESDAY, 25th Sept., at Noon.
	INABA MARU, Tons 6189 Capt. Wm. Bainbridge.	SATURDAY, 21st Sept., at Daylight.
	NIKKO MARU, Tons 5539 Capt. R. Swain.	WEDNESDAY, 2nd Oct., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

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26,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
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Sailing Dates Subject to Change.

'MINNESOTA' Captain O. F. AUSTIN, { On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

For convenience of coastwise cable passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

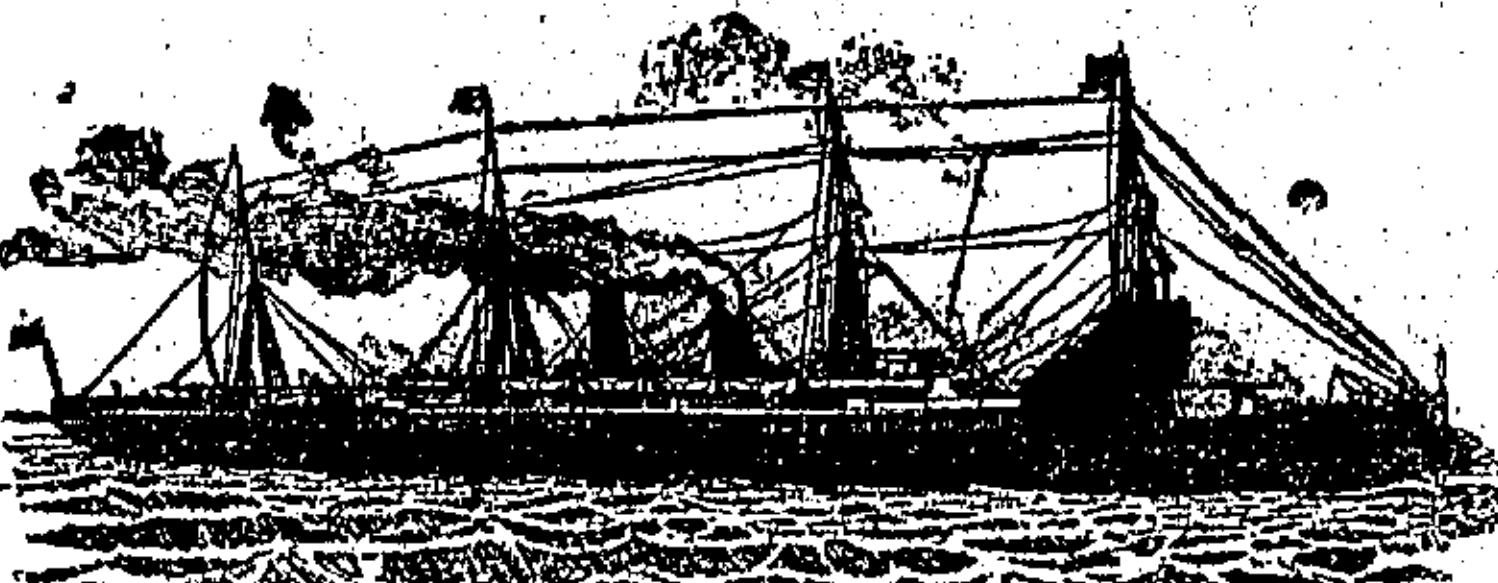
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U.S. MAIL LINES.

VIA HONOLULU,
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS.	SAILING DATES.
* NIPPON MARU 11,000 Tons	SATURDAY, 21st Sept., at Noon.
ASIA 9,500 "	TUESDAY, 1st Oct., at Noon.
PERIA 9,000 "	FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU 11,000 "	SATURDAY, 19th Oct., at Noon.
* KOREA 18,000 "	FRIDAY, 1st Nov., at Noon.
* AMERICA MARU 11,000 "	SATURDAY, 9th Nov., at Noon.
* SIBERIA 18,000 "	SATURDAY, 16th Nov., at Noon.
* CHINA 18,200 "	SATURDAY, 23rd Nov., at Noon.
* MANCHURIA 27,000 "	SATURDAY, 30th Nov., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 15-27th 1907; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 18th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KORE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, SHANGHAI, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON.

NUMANTIA 4371 H. FELDMANN, Oct. 12, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

CHINA NAVIGATION CO., LD.

SWATOW, NINGPO & SHANGHAI. SHANGHAI & CHINKIANG. CHEFOO AND TIENTSIN. MANILA AND TIENTSIN. CEBU & HIOLO. SWATOW AND SHANGHAI. MANILA, ZAMBOANGA, PT. DARWIN. THURSDAY ISLAND, COOKTOWN. OATINS, TOWNSVILLE, BRISBANE. SYDNEY & MELBOURNE. YOKOHAMA AND KOBE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, Australian Ports.

N.B.—REDUCED JALLOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, staterooms, Electric Light—Perfect Cuisine—Surgeon—Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	Manila	Saturday, 21st September.
RUBI	2540	R. W. Almond	Manila	28th September.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST)

S.S. OCEAN MONARCH, 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
* SHANGHAI, YOKOHAMA, KOBE AND MOJI	{ KUTSANG }	THURSDAY, Sept. 19, at 4 p.m.
* TIENTSIN	CHEONGSHING	FRIDAY, Sept. 20, at Noon.
* MANILA	YUENSANG	FRIDAY, Sept. 20, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Panang " " 85 " 130
Calcutta " " 105 " 160
* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light
* Taking Cargo on Through Bills of Lading to Chetco, Tientsin, Newchwang, and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG. PRINZ HEINRICH, Capt. P. Grosse.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. KLEIST, Capt. R. d. Meyer.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE. MANILA, Capt. Minsson.

YOKOHAMA AND KOBE. PRINZ WALDEMAR, Capt. W. v. Sieden.

KUDAT AND SANDAKAN. BORNEO, Capt. F. Sembill.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazil, to Rio de Janeiro, Black Sea, Levant, YENICE and ADRIATIC Ports).

THE Company's Steamship VORWAERTS, Captain B. BERNARD, will be despatched as above on or about FRIDAY, the 20th of September.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Buildings Hongkong, August 30, 1907. 1404

THE Company's Steamship VORWAERTS.

THE Company's Steamship VORWAERTS, Captain B. BERNARD, will be despatched as above on or about FRIDAY, the 20th of September.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Buildings Hongkong, August 30, 1907. 1404

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PEREZ, carrying the Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Mongolia 3500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London under cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 2nd November, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are registered.

For further Particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, September 7, 1907. 1450

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Office to Call at MEXICO AND GUATEMALA COAST PORTS.

THE Steamship KASATO MARU, 6100 tons, Captain D. Mori, will be despatched for Callao Iquique, via Japan Ports (Kobe and Yokohama), on about end of Nov.

Steamers Tons To Sail

KATHERINE 6000 about end of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama Building, Hongkong, April 16, 1907. 611

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAWKING, Captain A. E. HONGKONG, will be despatched for the above Ports on FRIDAY, the 20th inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LARPAK & Co., General Managers, Hongkong, September 17, 1907. 1493

FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on or about THURSDAY, the 26th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, September 2, 1907. 1412

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at MALABAR COAST).

THE Steamer HEADLEY, will be despatched for the above port on or about SATURDAY, the 19th October.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong, September 16, 1907. 1491

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms.

Hot and Cold Water throughout. Electrically Lighted.

Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA', Hongkong

For terms, &c., apply to the MANAGER.

VICTORIA HOTEL.

TELEGRAMS: VICTORIA, SHAMKIN. SHAMKIN, CANTON. On the British Consulate. H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS: FARMER, MACAO. MACAO, OHINA. In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

W. FARMER, Proprietor. Capt. T. AUSTIN, Manager.

BELLE VIEW HOTEL.

(LATE METROPOLIS HOTEL), SHAUWAIWAN ROAD.

A Pleasant Drive along the Sea Front, either by Tram or Ricksha.

BEST OF WINES, BOWLING, BILLIARD, &c.

A Commodious Matted Room for the Use of BATHERS and VISITORS.

A FIRST-CLASS EUROPEAN SPRING BAND will be in attendance EVERY SUNDAY EVENING, AT 4 O'CLOCK.

Telephone No. 393. Hongkong, September 6, 1907. 1018

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL. 1519

S. IEN TING Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE Consultation Free 86

A BROKEN-DOWN SYSTEM.

This is a condition (or theory) which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the body.

No matter what may be its cause (for they are almost numberless), its symptoms are such that the more prominent being sleeplessness, sense of nervousness or weakness, depression of spirits and want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such cases is increased vitality.

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that an eight periods of treatment may be more certainly secured by a course of the celebrated life-reviving tonic.

THE THERAPION No. 3 is a combination of the most powerful and valuable ingredients known to science, and is a most effective and reliable remedy for all the above-mentioned symptoms.

THE THERAPION is sold by all the principal chemists and druggists, and is also sold by the 'Therapion' Dispensary, 20, Queen's Road Central, Hongkong. It is also sold by the 'Therapion' Dispensary, 20, Queen's Road Central, Hongkong. It is also sold by the 'Therapion' Dispensary, 20, Queen's Road Central, Hongkong.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR Marseilles & London, Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers	Due at Marseilles (Brindisi 2 days earlier)	Due at London (London 1 day later)
TONS	NOON SATURDAY 1907	TONS	SATURDAY 1907	SATURDAY 1907
MALTA	Sept. 21	MONGOLIA	Oct. 20	Oct. 27
DELTA	Sept. 21	VICTORIA	Oct. 20	Oct. 27
ORIANA	Oct. 5	BRITANNIA	Nov. 2	Nov. 9
DELHI	Oct. 19	MOULTAN	Nov. 16	Nov. 23
ARADIA	Nov. 2	CHINA	Dec. 14	Dec. 21
DEVANHA	Nov. 16	HIMALAYA	Dec. 28	Jan. 4, 1908
DELTA	Nov. 30	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 14	MONGOLIA	Jan. 25	Feb. 1
DELTA	Dec. 28	VICTORIA	Feb. 8	Feb. 15
ARADIA	Jan. 11, 1908	MAEDONIA	Feb. 22	Feb. 29
DELTA	Jan. 25	BRITANNIA	Mar. 7	Mar. 14
DELTA	Feb. 8	MOULTAN	Mar. 21	Mar. 28
DELTA	Feb. 22	CHINA	Apr. 4	Apr. 11
DELTA	Mar. 7	HIMALAYA	Apr. 18	Apr. 25
DELTA	Mar. 21	MOLDAVIA	May 2	May 9
DELTA	Mar. 28	MONGOLIA	May 16	May 23
DELTA	Apr. 11	INDIA	May 30	June 6
DELTA	Apr. 25		June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at London
TONS	about	about
NAMUR	Oct. 2	Nov. 25
MANILA	Oct. 9	Dec. 2
BOERNE	Oct. 16	Dec. 9
NORE	Oct. 23	Dec. 16
SYRIA	Oct. 30	Dec. 23
NYLON	Nov. 6	Dec. 30
NILS	Nov. 13	Jan. 6
SUNDA	Nov. 20	Jan. 13
PALAWAN	Nov. 27	Jan. 20
NUBIA	Dec. 4	Jan. 27
BOERNE	Dec. 11	Feb. 3
NORE	Dec. 18	Feb. 10
SUMATEA	Dec. 25	Feb. 17

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers. For further particulars, apply to E. A. HEWETT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	For	Leaving
FRITHJOF, Capt. O. Andersen.	TAMSUI, VIA AMOY AND FOCHOW.	THURSDAY, 19th Sept., at Noon.
SHOSHU MARU, Capt. N. Muroto.	SHANGHAI, VIA SWATOW, AMOY AND FOCHOW.	FRIDAY, 20th Sept., at 10 a.m.
YERIMO MARU, Capt. N. Kobayashi.	SINGAPORE & CALCUTTA.	FRIDAY, 20th Sept., at 3 p.m.
JOSHIN MARU, Capt. H. S. Smith.	TAMSUI, VIA SWATOW, AND AMOY.	SUNDAY, 22nd Sept., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon—Ample, Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA.

VIA 30th, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SOVERIC	6235	W. Shotton	1st October.
KUMERIC	6235	D. Baird	15th October.
SHAWMUT	6006	E. V. Roberts	6th November.

* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The Twin-screw s.s. Shawmut and Ticonderoga are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

Notices to Consignees.

NOTICE TO CONSIGNEES. STEAMER NERA. COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Dordogne and Matapan; from Havre ex s.s. Matapan, from Bordeaux ex s.s. Combray, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining on board after MONDAY, the 23rd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 23rd September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 23rd September, at 3 p.m.

No Fire Insurance has been effected. G. de CHAMPEAUX, Agent.

Hongkong, September 18, 1907. 1495

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship Persia, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 22nd September, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WELER & Co., Agents.

Hongkong, September 18, 1907. 148

'INDRA' LINE, LIMITED.

NOTICE TO CONSIGNEES. FROM NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship Indramaha, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessels arrival here, after which no Claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, To-day.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 18, 1907. 1491

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BORNEO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 19th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1490

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENMOHE.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 17, 1907. 1499

IMPROVEMENTS AT SWATOW.

The Swatow correspondent of the "N. C. Daily News" writes: "The authorities have taken up in earnest the making of the Kialat road. The work to be done will give a roadway fourteen feet broad from the Custom House down to the Anglo-Chinese College. If well made and maintained, it will enhance considerably the value of property beyond the present building limits to the east of Swatow.

The natic waterworks scheme has been launched at a public meeting at which several of the officials were present. Water from the Ch'achow river is to be collected and treated at a spot some four miles up stream, and then led into Swatow. At present it is only a mild gravitation scheme, but no doubt later it will develop in the direction of a pumping tower and other modern accessories.

A growing port like Swatow cannot be served by anything which does not offer sufficient pressure to ensure protection against fire for the high buildings now springing up on all hands.

The Canton-Foochow Railway scheme seems destined to be wrought out in sections. Up in the Fukien province concessions for parts of the line are being applied for, while down here it is reported that the Ch'achow Railway Company have obtained permission to construct that part of the line which will pass through the districts controlled by our troops.

TRADES UNIONISTS.

LONDON, September 4.

Mr. A. H. Gill, Labour M.P. for Bolton, in his Presidential address to the Trades Union Congress at Bath, said that universal non-contributory old-age pensions must be the first plank in the Labour programme. It was the Chancellor of the Exchequer's business to find the money.

In the subsequent debate, the administration of the Unemployed Workmen's Act by Mr. John Burns, President of the Local Government Board, was criticised sharply. One delegate referred to Mr. Burns as a lost soul. — Reuter

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kaitang, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, September 16, 1907. 1488

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship NIKORU MARU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by 24th Sept., 1907, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on SATURDAY, the 21st September, 1907, at 10 a.m.

No Fire Insurance will be effected. S. SILVERSTONE, Agent.

Hongkong, September 17, 1907. 1497

DISINFECTANT.

JEYES FLUID.

SOLE AGENTS.

W. G. HUMPHREYS & CO. BANK BUILDINGS.

Hongkong, May 18, 1906 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 12th, 1907. At 100 cents per Dollar Mexican.

Butcher Meat.

Beef, forefoot and prime cut—Mel Lung Pa .. 18

.. Corned—Ham Ngau Yuk .. 50

.. Roast—Shiu .. 20

.. Breast—Nga Lam .. 15

.. Soup—Tong Yuk .. 15

.. Steak—Nga Yuk Pa .. 20

.. 30

.. Sausages—Nga Channg .. 18

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.. Tongue fresh—Nga Li .. 50

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Meat.

Salmon—Ma Yau Yu .. 16

Shark—Sa Yu .. 9

Skate—Po Yu .. 10

Shrimp—Ha .. 24

Snapper—Lap Yu .. 20

Soles—Tat Sa Yu .. 22

Tench—Wau Yu .. 18

Turbot—Cho How Yu .. 20

Turtle, small, fresh water—Kork Yu .. 65

White Bait—Nga Yu Chai .. 10

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